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SOURCE

Pomorstvo.

YUGOSLAV SHIP CONSTRUCTION AND SHIP MOVEMENTS

NEW SHIPS FOR YUGOSLAVIA -- Pomorstvo, No 5, May 50

The "3 Maj" Shippard recently completed the reconstruction of the passenger ship Knin. On a test voyage the ship attained a speed of 12.6 knots. It belongs to the Jadranska Linijska Plovidba (Adriatic Navigation Line) and will sail on the Rijeka-Losinj line.

The "Brodospes" (Ship Salvage) Enterprise salvaged the passenger cargo shir Italia, which was sunk in Rasa. The Italia, which has a gross tonnage of 10,000 tons, is now in Pula and will not be used in the Yugoslav merchant marine. When it is scrapped, it will yield 5,000 tons of scrap iron for Yugoslav ferrous metallurgy.

The Slovenija, which is being built in a shipyard near Amsterdam, is scheduled to be completed by the end of 1950. It will have a gross tonnage of 9,000 tons and speed of 16 knots; it will be equipped with a 6,250-horsepower engine. The ship will have accommodations for 12 passengers.

The "Uljanik" Shipyard in Pula will soon begin the construction of three passenger-motor ships for coastal transportation. The construction of two additional ships will also be started this year in the "Uljanik" Shipyard. All these ships, which will be built after the design of the Opatija, will be equipped with 525-horsepower Diesel engines and will have a speed of 16 knots, a capacity of 420 gross register tons, will be 54.09 meters long, 8.5 meters wide, and 3.5 meters high.

The "3 Maj" Shipyard in Rijeka recently began the construction of three transoceanic cargo ships, each of which will have a gross tonnage of 4,200 tons and will be over 100 meters long and 15 meters wide.

REPAIRING SALVAGED PASSENGER SHIP -- Pomorstvo, No 6, Jun 50

The "Vicko Krstulovic" Shipyard in Split is now repairing the Sinj, which was sunk by the Germans in 1943 in the Straits of Messina. The ship was salvaged in 1946. The Sinj, which has been converted to gasoline power can carry 650 passengers and will sail on the Rijeka-Kotor line.

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Or. 21 May 1950, the transoceanic ship Makedonija arrived in Rijeka. It is 144.86 meters long, 18.60 meters wide, and 11.34 meters high to the upper deck. It is equipped with a nine-cylinder Sulzer engine, has a capacity of 6,500 gross registered tons and gross tonnage of 9,000 tons, and has a speed of 14.5 knots.

The "Jugodrvo" Wharf in Sibenik was completed on 1 May 1950. In 1947, 120 meters of wharf for the loading of lumber were completed. As these 120 meters of wharf were not sufficient for the needs of the harbor, 180 meters of additional wharf have been constructed since that time. Three small or two large transoceanic ships are able to berth there now.

NAVIGATION REORGANIZED -- Pomorstvo, No 6, Jun 50

The Yugoslav government decreed recently that the name of the Main Administration of Navigational Technical Enterprise be changed to Main Administration of Navigational Construction Enterprises.

The headquarters of this administration will be in Split. All navigational construction enterprises, as well as the "Bager" (Dredge) Navigational Dredge Enterprise, are under the jurisdiction of this administration.

The government also decreed the establishment of the Rijeka Navigational Construction Enterprise, which was formed from the former Split Navigational Construction Enterprise. The enterprise for the construction of the harbor of Kardeljevo is administratively under the jurisdiction of the Main Administration of Navigational Construction Enterprises. The "Rad" Navigational Workshop was recently combined with the Split Navigational Construction Enterprise. The "Brodospas" (Ship Salvage) Enterprise has been renamed Direkcija Z& Remont : Spasavanje (Ship Repair and Salvage Administration). Together with the "Orala" (Wharf) Institution for Designing Navigational Construction, it will be placed under the direct jurisdiction of the Federal Ministry of Navigation.

YUGOSLAV MERCHAMT SHIP MOVEMENTS LISTED -- Pomorstvo, No 5, May 50

The Yugoslav Merchant Marine reports the movements and disposition of its ships during March and April of 1950 as follows:

The Banija Teft Bremen for Yugoslavia on 26 April.

The Beograd is heading for Bari from Buenos Aires; it left Dakar on 9 April.

The Bihac arrived in Garston on 21 April.

The Biokovo left Buenos Aires for Montevideo and left for Italy on 17 April.

The Bosna left Rijeka for Dugi Rat on 12 April and left for Split on 15 April.

The Dubrovnik left Venice on 11 April and arrived in Rijeka on 12 April. It is now under repair there.

The Durmitor left Rijeka for Pula on 11 April.

The Gorica arrived in Ancona on 18 April.

The Hercegovina left for Pula, Rasa, and Split on 16 April.

The Hrvatska left Casablanca on 9 April and arrived in New York on 28 Arril.

The Jajce arrived in Rijeka on 13 April.

- 2 -

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The Korcula left Garston for Liverpool on 2 April.

The Kordun left Buenos Aires for Emden on 15 April.

The Korenica left Dugi Rat for Split on 14 April and left for Sibenik on 20 April.

The Kornat left New York for Philadelphia on 14 April and left for Halifax on 17 April.

The Kozara arrived in Dubrovnik from Bremen on 21 April.

The Kragujevac left Pula for Rijeka, left for Bakar on 11 April, and arrived in Rijeka on 15 April.

The Livno left Ghent for Antwerp on 11 April and arrived in London on 17 April.

The Ljubljana left Dubrovnik for Rijeka on 20 April.

The Losinj left Hamburg for Rotterdam on 12 April and left for Ghent on 19 April.

The Neretva arrived in Rijeka on 25 March.

The Plitvice arrived in Split on 12 April.

The Podgora left Casablanca for Le Havre on 7 April and left for London on 17 April.

The Prenj arrived in Ghent on 20 April.

The Radnik left Rosario for Necochea on 19 April.

The Rijeka left Trieste for Dubrovnik on 12 April, left for Beirut, and left for Alexandria on 21 April.

The Sarajevo left Split for Latakia on 9 April and left for Alexandria on 14 April.

The Skoplje left Alexandria for Beirut and left for Trieste on 19 April.

The Solin left Rijeka for Rasa on 13 April and returned to Rijeka on 20 April.

The Split is loading in Rijeka.

The Srbija is loading in Rijeka.

The Sutjeska left Nemours for Casablanca on 12 April and left for London on 17 April.

The Sabac left Triests for Haifa on 14 April and arrived on 21 April.

The Titograd left Beirut for Venice on 10 April and left for Rijeka on 16 April.

The Topusko left Huifa for Mersin and arrived in Antalya on 18 April.

The Uzice left Pula for Trieste and left for Rijeka on 21 April.

The Vis left Rijeka for Lplit and arrived on 25 April.

The Zagreb left Venice for Rijeka on 12 April, left for Trieste, and left for Beirut on 21 April.

- 3 -

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The Zuzemberk left Izmir for Galata on 12 April, returned to Izmir, and left for Ravena on 20 April.

The Bojana, the Galeb, the Law, the Lika, the Pcela, the Prozor, the Sibenik, the Tara, and the Tuzla are running along the Yugoslav coast.

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